

INSTALLATION PROCESS:
FK003D772-3 Front Brake Line Kit
2012 Suzuki DL650 V-Strom ABS

Torque specifications
Stainless steel 15-17 ft. lbs
Aluminum 12-15 ft. lbs



Step 1:

Identify the key components that complete our brake line kit:

You should have three (3) lines, one (1) double banjo bolt, two (2) single banjo bolts, two (2) M6 x 30mm bolts, two (2) hex nuts, two (2) conic “olive” inversor, and three (3) c-clips. We have also included a total of nine (9) washers; seven (7) will be used, and two (2) will be spares. We strongly suggest having a professional mechanic install your brake lines, all other installs may void your warranty.

Step 2:

To ensure there is no paint damage from the brake fluid, completely cover the front end of the bike. Installing brake lines can be a messy process, and brake fluid *WILL* spill!

Step 3:

After bleeding and drying out the OEM brake system, uninstall your front stock hoses. Take note of how the stock system was routed in case you need to re-install the hoses.

Step 4:

Familiarize yourself with the new Galfer brake lines; notice there are three (3) lines, each labeled **A, B or C.** These lines will be installed and routed similarly to the OEM set up.

Step 5:

Identify **Line A.** Install the banjo end of **Line A** to the front master cylinder using a single banjo bolt and two (2) washers, the sequence will be as follows; master cylinder, washer, banjo fitting, washer, single banjo bolt (**refer to picture A.**) Route the line in front of the lower triple tree using a smaller Galfer provided c-clip (**refer to pictures B.**) Using an “olive” inversor, install the block end of **Line A** to the OEM tubing. Install this end to the OEM bracket using one (1) M6 bolt and one (1) hex nut (**refer to pictures C and D.**)

Step 6:

Locate **Line B.** Install the block end to the OEM tubing, using an “olive” inversor (**refer to picture C.**) Attach this end to the OEM bracket using one (1) M6 bolt and one (1) hex nut (**refer to picture D.**) Route **Line B** down to the right caliper, “right” as if you are sitting on the bike (**refer to picture E.**) Using the larger Galfer provided c-clip on the top and the smaller c-clip on the bottom, install these to the right fork (**refer to picture F.**)

Step 7:

Locate **Line C.** Using a double banjo bolt and three (2) washers, install the banjo end of **Line B** and either end of **Line C** to the right caliper, the sequence will be as follows; caliper, washer, Line B, washer, Line C, washer, double banjo bolt (**refer to picture G.**) To help ease installation, remove the OEM rubber line holder at the fender and install it to **Line C.** Route **Line C** over the fender to the left caliper, using the OEM line holder (**refer to pictures H & I.**) Install the line to the caliper using a single banjo bolt and two (2) washers.

Step 8:

Before you begin the next step, please check the clearance of your new lines. When the front end is fully extended or compressed, make sure the lines do not bind with anything. Be sure to triple check that the lines are traveling correctly and are clear from any obstructions.

Step 9:

Bleed your brake system according to the owner’s manual. Add Galfer DOT-4 brake fluid to the system and build appropriate pressure.

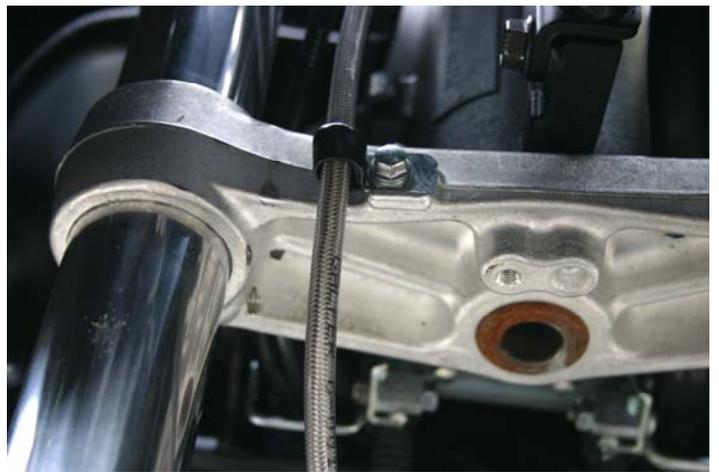
Step 10:

Once you have bled the system, please check the brake fluid level in your master cylinder. Top off your brake fluid according to your manual and close the brake fluid reservoir. To ensure there are no leaks or other issues, zip-tie the brake lever to the throttle for at least 2 hours. If the lines are not leaking and all else looks good, (bolts are tight and torqued down to specification, washers are in place, and lines are clear from obstruction) you are now ready to ride with the new brake system.

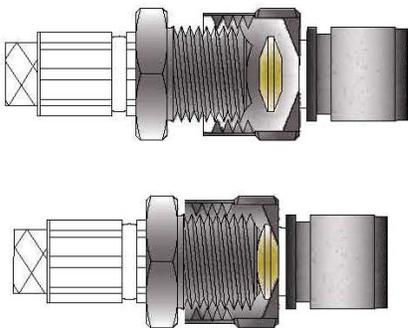
Please be aware that the overall braking feel has been changed dramatically. We suggest taking it easy while you get used to the new brake lever pressure and feel. We recommend checking your brake system periodically; be sure to check that your bolts are tight and *VERY* carefully check your lines for any leaks or damage. If there are any signs of damage or stress to the lines, the complete brake line kit will need to be replaced. Remember, our brake lines have a **LIFETIME WARRANTY!** If you have any problems or questions, do not hesitate to call our tech department - **(800) 685-6633**.



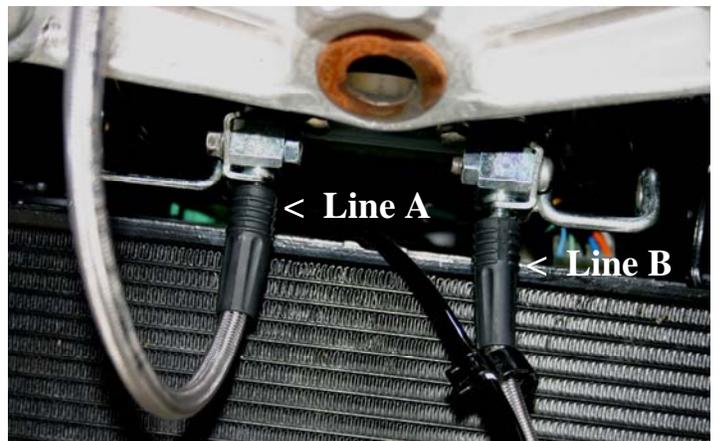
a. Line A at front master cylinder



b. Line A with Galfer c-clip at the lower triple tree



c. Use a conic "olive" inverter, as shown



d. Line A & B installed to OEM bracket, located behind the lower triple

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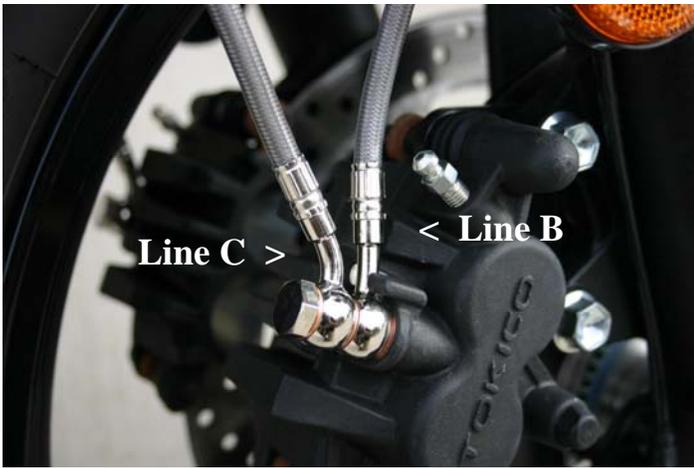




e. Line A routing from MC, and Line B routing towards the “right” caliper



f. Line B & C at right caliper, notice c-clips at fork



g. Line B & C sequence at right caliper



h. Line C routed over the fender to the left caliper



i. OEM line holder pre-installed to Line C

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